

# THE POLYNESIAN.

SATURDAY, NOVEMBER 13, 1852.

## An Unfortunate Affair.

On the morning of Wednesday a man by the name of Henry Burns, who had been arrested and confined in the fort, was found dead, with such marks of violence upon his person as to lead to the belief that he had met with foul play. A good deal of excitement was occasioned by this discovery, and many rumors were in circulation in regard to it, which we need not repeat.

As soon as the necessary arrangements could be made, a Coroner's jury was summoned by the Marshal, which rendered the following verdict.

## CORONER'S VERDICT.

We, the undersigned, summoned by the Marshal of Honolulu to hold an inquest upon the body of Henry Burns, seaman, and to decide upon the probable cause of his death, have all agreed, after due reflection upon the statements of the witnesses produced, that Henry Burns' death was caused by a blow inflicted with a club in the hands of Constable Geo. Sherman, on the evening of the 8th day of November.

We believe that the blow was not given with malice aforethought, but rather from cowardice in quelling the disturbance which was the cause of his visit to the cell, where Burns and others were confined.

JULIUS A. ANTHON, Foreman.

JNO. C. BULLIONS.

JAS. K. TURNER.

THOS. SPENCER.

W. A. ALDRICH.

C. S. BARTOW.

J. B. CLEVELAND.

H. SMITH.

BENJ. CLOUGH.

A. C. EDWARDS.

Honolulu, Nov. 9, 1852.

Before the verdict of the jury was rendered, Sherman was arrested and put into close confinement, and will be tried at the next term of the Superior Court.

The deceased was buried in the Nunnau Valley Cemetery, on the afternoon of Wednesday, and his funeral attended by a large concourse of people, principally seamen.

On the return of the procession to town, great excitement prevailed in the streets of Honolulu, and it became evident that the excited passions of the crowd might lead to consequences of a serious nature. Harangues were made by different persons, to the four or five hundred assembled in the streets, their passions excited, and they were urged on to acts of outrage upon the Fort, and to the getting possession of Constable Sherman, upon whom summary vengeance was threatened.

A large party were addressed by the American Consul, E. H. Allen, Esq., who used every argument of persuasion to induce them to return quietly to their ships and boarding houses, assuring them that the prisoner, Sherman, would be fairly tried, and receive his just deserts by a jury of his own countrymen, as the laws of this kingdom provide. Mr. Severance, the U. S. Commissioner, also used his influence to the same effect. Promises to listen to this advice were given, and a dispersion took place for the moment, and quiet seemed restored.

Previous to this, however, in the earlier part of the evening, a small party had rescued a man who had been arrested and put into the station house near the custom house. A skirmish had there taken place, and one of the persons engaged in it had been slightly wounded. To this point the crowd now rushed, and commenced, with axes clubs and other implements, to demolish the building. After breaking up most of the lower part, fire was set to it and it was entirely destroyed, together with two small buildings adjoining, used as butcher shops.

The building destroyed by the mob is the new three story house recently erected and occupied by the Harbor Master, Pilot's office, police station, and water reservoir on the lower floor. It was built at a cost of about \$4,000.

After the destruction of those buildings, no further violence was attempted, except to compel the keepers of some of the hotels to open their doors, where they freely helped themselves to liquor.

Four hundred soldiers were under arms in the Fort during the night, but from feelings of forbearance on the part of the Governor, who was reluctant to shed blood, they were not ordered out to suppress the riot.

On Thursday morning, a call for a public meeting was issued at 11 o'clock, at the Marshal's room at the Fort, where a large assemblage of residents, ship masters, &c., took place, and the meeting was organized by the choice of R. A. S. Wood, Esq., as Chairman, and A. G. Thurston, Esq., Secretary.

The objects of the meeting were stated, and Capt. Cox, on behalf of ship masters in port, pledged the support of the Captains in whatever measures they might suggest for quelling the mob, and securing respect for law and order.

A committee of five was appointed to wait on the Governor, and request his presence at the meeting. The committee consisted of Messrs. I. R. Mitchell, A. B. Howe, Capt. Bennet, Capt. Cox, and R. Coady.

During the absence of the committee, the Coroner's verdict was read, and the meeting was addressed by several gentlemen.

On the arrival of the Governor, he was inquired of whether he was prepared to quell the riot, and whether he wished the assistance of the citizens.

His Excellency stated that he had come to inform the meeting that he was prepared to do all he could, but did not wish to act precipitately. The Governor could protect its own rights, and requested the Captains to call off and pacify their crews, and call in the aid of their Consuls. If they will wait till the criminal can be tried, he will be dealt with according to law. He will be tried by a jury of his own countrymen, selected by the American Consul, as the law provides. He wished the citizens to use quiet measures.

It was the sense of the meeting that the mob be dispersed at once, and that the citizens would render assistance, if he would provide them with arms.

Capt. Crabb moved that we respectfully request the Governor to declare the city at once under martial law.

Mr. McDuffie stated that if martial law was declared, and collections of men prevented, the riot would be quelled at once. The motion was carried unanimously; and the Governor declared his willingness to furnish arms to those who were destitute.

On motion of Mr. Howe, Resolved, That we proceed at once to enroll ourselves into a company, and choose our officers. Passed unanimously.—A. J. McDuffie, Esq., was unanimously elected Captain, and H. McFarlane, A. B. Howe, R. A. S.

Wood and Capt. Thorp, were elected Lieutenants. The Governor returned, with E. H. Allen, Esq., U. S. Consul. Mr. Allen addressed the meeting. Explanations were made by Mr. Bates, that the Governor, Marshal and Consuls, would take measures for quelling the riot, but that martial law could not be declared.

The Governor stated that the request of this meeting this morning, the Privy Council had granted. Whatever this meeting wants, let them ask it of the U. S. Consul, and he, with the Governor would grant. That whatever the Consul may recommend, he will grant.

Mr. Howe moved that the Consul request the Governor to furnish us arms, and that we meet at 3 o'clock in the Fort to organize. Passed.

Mr. Bates stated, on behalf of the Governor, that we should be instructed by the Marshal, and that we should be furnished with arms so far as practicable. Adjourned.

At 3 o'clock, the enrolled members of the new company of foreigners met at the Fort, where they received arms and organized for drill.

At the same hour the Governor appeared at the head of about 300 native soldiers, under arms, and marched into the Fort. The regular police corps were also assembled, armed and ready for duty.

While these preparations were making, word was brought that a sailor with a crow-bar was endeavoring to force open one of the water reservoirs, with the design of doing some damage to the pipes. Orders were immediately given by the Marshal to the Sheriff to arrest him, which was done by that officer and two policemen, and the prisoner lodged in the Fort. The Governor now gave orders to the natives outside the Fort, who were unarmed, to clear the streets of the mob, and to arrest such as made resistance. With a shout and a rush the multitude dispersed in execution of this order, and in the course of two hours the streets were all cleared, and some forty or fifty rioters were lodged in the Fort. Some hard fighting took place in King street, about the junction of Nunnau, and some wounds with clubs and stones were given and received on both sides. But the streets were cleared without resort to fire-arms, and with many less evil consequences than would have attended their use.

The streets of Honolulu were perfectly quiet during the evening and night, and although the soldiers remained under arms, they were not required during the night, nor did the least breach of the peace occur. The newly organized corps of foreigners numbering about 200, divided into four companies, marched through the streets, visited the sailor boarding houses, and made a few arrests of those who had neither a pass or discharge. A cavalry company, also, rode through the town, but found nothing to do, the town being perfectly quiet.

It seems logical to inquire, now that the occurrence is over, in regard to the origin, the right and the wrong, of this recent commotion, in our usually quiet town. And in the first place we remark, that the killing the prisoner in the Fort was an act, for which the Government is not at all responsible. It was an individual act, for which the individual is alone accountable, but not to a mob. Neither our constitution or laws recognize the right of the mob to take the execution of the laws into its own hands, nor to dictate what shall be done to a prisoner under arrest, or when he shall be tried. All these are clearly specified by the laws, and he will be dealt with according to their provisions.

Now in the case under consideration, the mob wished the prisoner delivered up for them to execute their vengeance upon. They could not wait the adjudication of the courts; a more summary process was what they demanded. This, we do not hesitate to assert, was all wrong. The prisoner, as an American citizen, was entitled to a fair and impartial trial by a jury of his countrymen; and neither the American Government, the Commissioner or Consul of the U. S. could or would have justified any other mode of proceeding, than what their treaty and our laws marked out as the legal course.

If the first step was wrong, every subsequent one was in the same direction. The exciting to riot, and the ultimate destruction and burning of Government property, were but legitimate steps in the progress of disorder, and of course unjustifiable in any degree whatever, and must be condemned by every man who has common sense or moral perception.

Neither our time or space will admit of extending remarks on this point at present; but we cannot close this very brief sketch without noticing the correct views taken by all classes, on ship and shore, in regard to the duty of sustaining the laws of the land and the order of the town. There is but one feeling on the subject, and that is, that order shall be restored and maintained at all hazards. To allow the town to be under the control of a mob, is entirely out of the question. Hence we have seen with what promptness all classes offered their services to the Governor; and that in addition to the 1200 or 1500 men which he could call into service at a short notice, a company of foreigners was organized in an hour, of about 200, and a cavalry company of some fifty, who all placed themselves under his orders, for the preservation of peace.

In any remarks we have made on this subject, it has not been our object to excite the passions of any, but rather to show that the interests of both seamen and landmen, residents and strangers, will be best promoted by sustaining the laws, and maintaining the order of the town. The laws for sustaining good order and sobriety, are binding equally upon residents and strangers, and for those who come in among us from the ocean to set them at defiance or to wish them relaxed for their benefit, is neither reasonable or just. And while we urge the importance of maintaining the quiet and peace of the city upon the strangers who visit us, we also call upon the police and city authorities to exercise their legal functions with all due moderation and proper forbearance.

The editor of the Argus accuses us of running foul of his, or somebody's else rules of criticism, in hazarding the assertion that his correspondent "Iota" is engaged in the importation and traffic in spirituous liquors, because he has not chosen to make such a declaration himself. Well perhaps we have; but was it not true? Does he, will he, can he deny it? This is of much more consequence than rules. We have never asserted that no notice was taken of the late seizure of liquor, because the Marshal had requested us not to do so; in fact, we have never to this day, passed a word with the Marshal on the subject, and yet the editor of the Argus does not restrain himself by any body's rules, from making the assertion, and he may do it again, if it please him. We make a rule granting him this privilege.

## Loss of the Ship Bramin, of New Bedford.

We have been furnished by Mr. G. Bonden, late mate of the Bramin, with the following facts in regard to the disaster.

The whole ship Bramin, Capt. Childs, of New Bedford, was twelve and a half months from home. She left Hilo in March last for the Arctic, and had taken oil to the amount of 1,500 barrels, up to the 25th of September. About that date, being in the Arctic Ocean, some 200 or 300 miles north of Bhering's Straits, a storm set in from the northward, with thick weather accompanied with snow, hail and fog. While lying to under easy sail, she was run into by the ship Adeline, of New Bedford, which carried away her bowsprit and all her head gear, and broke her fore-mast just above the deck, but did not carry it by the board. Her best bower was also carried away, her deck sprung, and the ship started a leak. The Adeline was also considerably damaged and one of her anchors broken, though not carried away. After the collision, the Adeline immediately anchored. In this crippled condition, the Bramin endeavored for two days to keep off the land, hoping for a cessation of the gale; but as this did not occur, and finding it impossible to keep from going ashore, she came to with her remaining anchor, as near the Adeline as she could get, hoping to ride it out by sending down her yards, spars, &c.

Immediately on coming to an anchor, all possible speed was made in relieving the ship of her spars, &c., but she only held on about an hour when her cables parted, and all hope of preserving her was lost. The boats were then lowered, and the officers and crew all embarked for the Adeline, which was still at anchor about two miles off, and which ship they safely reached without losing a man. The Bramin soon drifted into the breakers, and when last seen her foremast and main topmast were gone. The weather was so thick, that her exact fate was not known.

About two hours after the crew of the Bramin had got on board the Adeline, she parted both cables, and for two days it required the utmost exertion to keep her off the land, which they finally succeeded in doing, by having a little favorable change of wind.

After getting out of the Straits the Adeline pursued her voyage for this port, and when within about ten days sail of the islands, Mr. Bonden left her for the Hobomok, in which ship he arrived on the 10th instant, and in advance of the Adeline, which was still in a crippled condition.

The Bramin was owned by Gideon Allen, Esq. of New Bedford, and we have not been able to learn whether she was insured or not. The ship and cargo were worth probably, about \$50,000.

## Extensive seizure of Smuggled Liquors.

A seizure was made by the Collector General on the 4th inst. of 200 bbls of beer, each barrel containing a keg of about 10 gallons of spirituous liquors, amounting, in the aggregate, to some 2,000 gallons, the duties upon which into this kingdom would have been some \$12,000.

This liquor was shipped from Boston to the Charles, as we find from the bill of lading, by A. S. Mansfield, and consigned to order. On its arrival here, no orders having been received in regard to it, Mr. A. B. Howe, the charterer of the Charles, entered it at the Custom House as beef, and paid the duties upon it. After the entry at the Custom House, and before the discovery of the fraud, Mr. Howe received instructions from Mr. Mansfield, to store the beef, but to effect no sales until he heard from him again. In the meantime, while the beef was being discharged, a barrel was stolen and revealed the keg packed among the beef. The fact was immediately communicated by Capt. Andrews to Mr. Howe, who gave information and delivered up the papers in his possession to the Collector General, whereupon the seizure was made.

At the time of going to press last week, but a small proportion of the barrels had been opened and examined, and it was not known how many of them contained liquor. Since that time they have all been examined, and each of the 200 was found to contain its keg of spirits.

The barrels are marked "New York Mess Beer," but whether packed in New York or Boston for this market remains to be ascertained. That the slings should part, while discharging this particular lot of beer, is certainly a little singular, and may perhaps, best be accounted for by calling to mind a somewhat despondent saying, "Be sure your iniquities will find you out," which seems, in this case to have unusual significance.

We would direct the attention of the owner of the contents of these barrels to a notice in another column from the Collector General's office. Unless claimed within thirty days, it seems, the property seized will be regarded as condemned, and sold for the benefit of whom it may concern.

## Death of a Cooly.

We much regret to hear of the death of a cooly in the employ of Mr. Greenwell, of Kealakekua, Hawaii, under circumstances which call for a rigid judicial investigation, which we presume will take place, and for which reason we refrain from publishing letters received here on the subject, which would inevitably prejudice the public mind to such a degree, as to prevent an unbiased investigation of the case by a jury.

In this connection we would suggest, that the long continued absence of the Governor of Hawaii from his executive post, urgently calls for a new appointment to that responsible office. He has now been absent over six months.

## Clipper Ship N. B. Palmer.

The clipper ship N. B. Palmer, Capt. Charles P. Low, passed this port on the 6th, and was spoken by the barque Harvest, Capt. Spooner, as he was coming in. The N. B. P. was 16 days from San Francisco, bound to Manila, and had a tedious passage down, owing to the light and variable winds which are usually experienced at this season of the year. Capt. Low requested to be reported.

By express command of the King, the Minister of Foreign Relations has requested the Representatives and Consuls of Foreign Nations to convey His Majesty's thanks to all their fellow-countrymen, who, on Thursday last, volunteered their services in arms, in support of His Majesty's Authority of Law and of Order.

FIRE.—An alarm of fire was raised at half past eleven o'clock yesterday forenoon, which was caused by the taking fire of the chimney at the Globe Hotel. It was soon put out, and no harm done.

TO CORRESPONDENTS.—In consequence of the crowd of matter upon our hands this week, we are obliged to omit some communications already in type. They will appear next week.

## From the New Bedford Shipping List, Aug. 31.

Whalers in Port, Arrivals, Departures, Admissions, &c.

By reference to our Table of "Whalers in Port" upon the first page of the Shipping List, it will be seen that all, with the exception of three recently arrived, have been provided with masters and that their destination and time of departure have been fixed upon. The number of whalers now in port is probably smaller than for many years past at this season, being only 16 ships and three barks. On the 1st of Sept. 1851, there were in port 41 ships and 12 barks; in 1850, 26 ships and 8 barks; in 1849, 15 ships and seven barks; in 1848, 25 ships and 3 barks; in 1847, 32 ships and 5 barks; and in 1845, 21 ships and 6 barks.

The number of vessels added to the whaling fleet of New Bedford since Jan. 1, 1852, is 26, of which twelve are ships and 14 are barks, with an aggregate tonnage of 8285 tons. Of these six are new ships, built expressly for the business. This number will be increased considerably during the month, by the addition of new ships now building, and the purchase of others.

The number of arrivals of whalers at this port since Jan. 1, 1852, is 23, bringing, exclusive of freight, 33,680 bbls of sperm, 33,022 bbls of whale oil, and 141,410 lb of whalebone; and of merchant freight, 32,352 bbls of sperm, 14,346 bbls of whale oil, and 337,300 lb of whalebone. To this must be added the freight brought in whale ships—979 bbls of sperm, 459 bbls of whale oil, and 244,000 lb of whalebone; and we have an aggregate of 27,911 bbls of sperm, 41,577 bbls of whale oil, and 923,000 lb of whalebone as the importation into New Bedford alone to Sept. 1st. This amount exceeds by 3151 bbls of sperm, 477 bbls of whale oil, and 327,000 lb of whalebone, the half of the entire importation of the country to this date.

The number of whalers expected to arrive at this port during the remainder of the year, exclusive of Atlantic whalers, is eight, last reported with an aggregate of 8700 bbls of sperm and 375 bbls of whale oil. Beside these, one merchantman daily expected, will bring about 1500 bbls of whale oil.

The number of arrivals of whalers belonging to this port last year from Sept. 1, to Dec. 31, was only six. The number of whalers which have sailed from this port since Jan. 1, 1852, is 41. The number which sailed in the same time last year was seventy.

The number of vessels now belonging to the whaling fleet of the United States is 608, as follows: 308 ships; 206 barks, 27 brigs and 33 schooners. Of these 258 ships, 128 barks, 8 brigs and 3 schooners, are owned in the seven "inconsiderable villages or hamlets," (as Senator Seward would say) which compose the district of New Bedford.

Of the above mentioned 600 ships and barks, something over 200 have touched at these islands during the present fall season, and 50 or 60 more are expected in before the season closes. But few casualties have come to our knowledge, and most of the ships have had good success the past summer in the Arctic and Ochotsk seas.

Ten or twelve whaleships have sailed for home, full, and two merchant ships, from this port sailed for New Bedford on the 6th inst. One of these, the Messenger Bird, had on board 657,670 lbs of bone, 19,600 goat skins and 440 hides; the whole valued at \$168,000. The other ship, the Harriet Hoxie, took, 134,772 gallons whale oil, 5,605 do. sperm oil, 89,702 lbs bone, the whole valued at \$80,553.80.

In addition to the above, the ships Valparaiso and Alexander, bark Isabella, brigs Noble and Emeline are filling with freight, and will all sail in a few days; and were ships to be laid, we are informed that eight or ten more could procure freights of oil and bone to the United States.

Connected with the whaling fleet that has touched at the islands this fall, are from 6,000 to 8,000 men, and wealth in ships and cargoes, to the amount of eight or ten millions of dollars. But the investment of capital in this branch of commerce is still increasing, as we see by the article quoted above, and the "inconsiderable villages and hamlets" on the New England coast had already added to the fleet 26 vessels, some of which were clipper ships, built expressly for the whaling business, and sailing at a cost of \$60,000!

What is to be the end of all this? Are the whales to be annihilated? Or is the ocean large enough to furnish a supply for all these ships? These are questions that have elicited a diversity of opinions for the last 20 years, and are yet as far from being answered, as when first propounded. But the demonstration is progressing. The stimulus of high prices and a heavy demand for the productions of the whale fishery, is calling into activity, men, ships and capital to an extent never before known. Every sea will be explored; every device will be employed, that ingenuity can invent to find out and capture the huge Leviathans that minister so prodigiously to the wealth of man.

When driven from one point, they are pursued to another. In the tropics, the temperate and the frigid zones, the pursuer is after them; and woe to them, when the keen eye discovers them, and the strong arm brings them to bay. But can this last forever? Ten years ago we heard it asserted by whaling captains in this port that in ten years the business would be done—the whales would become so scarce that no profit could be made from it. But the reports we have published during the past two months, have completely upset the prediction and the success attending the hardy sons of the ocean, so far from creating a fear that the business had exhausted itself, has, as we have seen, inspired new confidence, and is calling out new capital, more expensive and better fitted ships. A ship in our harbor now, has struck out a new device, and purchased a TENDER to accompany her on her cruise for whales! We shall look for stranger things than these, in the inventive genius of the "universal yankee nation," and shall not be surprised if some machine is invented for taking in a whale at one end, and bringing him out candles, polar or sperm oil to order, at the other.

The following from the N. B. Shipping List, gives a few of the new vessels added to the whaling fleet.

ANOTHER NEW WHALER.—Messrs. Perkins & Smith, of New London, have on the stocks, rigged and about ready for launching, a fine new bark of about 300 tons, which will be despatched at once for the Pacific whale fishery, and will be commanded by Capt. Gordon Allen, an old and successful whaling commander. The new vessel is named the "N. S. Perkins."

ANOTHER.—A fine clipper ship of about 475 tons burthen, was launched by Mr. Reuben Fish, Fairhaven, on Saturday last. She is called the "Rainbow," is owned by William Gifford of this city, and will be employed in the North Pacific Whale fishery under command of Capt. Henry Plasket, late of the Caroline of New Bedford. The Rainbow was modelled with particular reference to speed, and built of the best materials and in the most substantial manner. Her dimensions are—length 124 feet; breadth 29 feet 2 inches; depth 16 feet 9 inches.

The bark Undine 216 tons, late of New York, has been purchased by Thomas Knowles & Co. and will be fitted for the sperm whale fishery.

The bark Iris, 245 tons, of New London, recently employed in the merchant service, is to be fitted by her owners, Messrs. Frink & Prentiss, for a whaling voyage to the South Atlantic. She will be commanded by Capt. Rice.

The bark Hannah Brewer, recently purchased in New York for a whaler, arrived at New London on the 24th. She is owned by Perkins & Smith.

The total amount of oil and bone imported into the United States from Jan. 1, 1852, to Aug. 31st, (8 months) was 49,438 bbls sperm, 73,390 whale, 1,202,000 lb bone. Same time last year, 77,620 bbls sperm, 326,142 whale, 3,921,375 lb bone, being a very great diminution for 1852, and causing the price to remain firm at a high rate.

The following was the state of the market as we find in the Shipping List.

New Bedford Market. [For the week ending Aug. 30.]

SPERM.—The market, as the season advances, begins to exhibit some signs of activity, and we hear of more inquiry for home use than for some time past. The sales of the week include 200 bbls at 125 cents; 260 bbls, extra head, at 126 cents; and at a neighboring port a parcel of 340 bbls, at 123 cents per gallon, cash down.

IN WHALE.—There has been a good business doing since our last, at a slight decline from previous rates. We notice sales of 1200 bbls South Sea at 71 and 73 cents; 1615 bbls, in parcels, principally Polar, at 73 cents; and 200 bbls Polar as filled when landed, at the same price. There is a fair inquiry, but large holders, we understand, decline to operate except at extreme rates. Manufactured oil is in brisk demand and sales are making at full prices. We notice a sale of one hundred bbls bleached Winter at 82 cents cash.

WHALEBONE.—Remains dull and without transactions.

## To Whaling Captains.

The unusually large number of whale ships now recruiting at these islands, induces us to re-publish the following request from a late number of the New Bedford Shipping List; and to call the attention of ship masters, who are about cruising in the vicinity of the island mentioned, to the suggestions contained therein. Should the Solomon Islands be in the way of any of the ships about going to sea on a cruise, will not their Captains take a peculiar pleasure in endeavoring to ascertain the fate of Mr. Boyd, and thus contribute a valuable service to humanity, and especially to the relatives and friends of a gentleman widely known and highly esteemed.

## MR. BENJAMIN BOYD.

To Commanders of American vessels trading in the Pacific Ocean. The following statement is submitted to their kind consideration in ascertaining the fate of Mr. Boyd.

MR. BENJAMIN BOYD, formerly of London and recently of Sydney, New South Wales, whilst on his voyage from San Francisco to Sydney, in the schooner Yatch "Wanderer," landed in October, 1851, on the south west side of the Island Guadalcanar, lat. 9 40 south, lon. 159 50 east, one of the Solomon Group, and not returning to the vessel, his crew supposed him to have been murdered. His family, however, cling to the hope that he was entrapped by the natives, and may still be alive. In this opinion they are strengthened by the information they have received from persons of all classes having practical knowledge of the habits and customs of the islanders, all of which gives strength to the inference that Mr. Boyd is still alive.

From the testimony in question, it would appear, that it is no rare occurrence for Europeans to be kept in duress by the people of these islands, and amongst others, an eminent authority, Capt. Lord Stokes, Royal Navy, not long since returned from the South Seas, on this subject stated: "I cannot but think that he (Mr. Boyd) is still alive." The natives are fond of having a white man amongst them; make a great deal of him, and will not allow him to escape.

Under these circumstances it is believed that the assistance of the American Government would be of the greatest value in solving the fate of Mr. Boyd. The Americans have a large fleet of whalers in the South Seas, and frequently touch at the Solomon Islands for barter or refreshment; and it is therefore to be hoped that if some of the most experienced Commanders were to interest themselves in investigating the facts respecting Mr. Boyd, their efforts would tend to clear up the mystery which envelops this distressing subject.

## Two Weeks Later from the U. S.

By the arrival of the Emily Taylor, Capt. Riddle, on the morning of the 12th, the U. S. Mail of Sept. 20 was received at the Postoffice, here, in 49 days from New York. California files were also received by her to the 23d of Oct., and by the sch. E. L. Frost, California papers to the 26th, which, however, contain no later dates from the Atlantic States.

There is no important news by this arrival, either from the U. S. or Europe, except that of a political character, connected with the elections. The Whig cause seems decidedly in the ascendant, and some new movements in the south, are regarded as almost securing the election of General Scott, as President of the United States. Maine has, for the first time, gone Whig, a result not anticipated by the Whigs themselves. Gov. Troup, of Georgia, and Gen. Quitman have been nominated as secessionist candidates for President and Vice President.

The effect of this nomination will be, to draw off from the Democratic party, a large class of old friends, and to throw into the hands of the whigs, Southern States never thought of as favorable to Scott.

Bills of manslaughter have been found against all the parties charged with the loss of the Henry Clay.

The Fishery agitation has subsided. An address to the Queen has been agreed upon by the Canadian Parliament, in which her Majesty is requested not to commence the formation of any treaty relative to the fisheries which will impair that of 1818, unless it should be embracing the whole commercial intercourse of the colonies and the United States.

We shall give further foreign news in our next.

The clipper ships Hoogy and Antelope were both wrecked on the 20th of August, at the entrance of the Canton river.

The Samost from Boston, got ashore on Fort Point, in entering San Francisco harbor, and at latest date had 4 feet water in her hold, and was leaking badly.

The brig Wallace arrived, hence at San Francisco in 16 days, on the 21st of October. The M. A. Jones which sailed hence two days after the Wallace, had not arrived up to the 25th.

The following merchant vessels are now on their way from the U. S. for this port. Bark Philonela, sailed from New York in July. Clipper ship Conqueror and clipper ship Equator sailed in August, ship Eliza Warwick, October 1st, the three latter from Boston.

Thursday next, Nov. 18th, is the day appointed for Thanksgiving.

The Springfield (Mass.) Republican, expressing its hesitation whether it should smile or weep over the picture of Jenny Lind, recently drawn by the correspondent of the Inverness Courier, the Hartford Times suggests to the Springfield editor the propriety of blowing his nose, by way of "splitting the difference."

## By Authority.

Privy Council Chamber, Palace, November 6, 1852.

All parties concerned are hereby notified that the period for the presentation of accounts against the King, fixed in the Public Notice of the 13th of September having expired on the first of this month, no account sent in after that date will be admitted to share